
2003 ANNUAL REPORT

Citizen's Transportation

Oversight Committee

F. Rockne "Roc" Arnett,

Chairman

F. Rockne "Roc" Arnett, Chairman
Dwight D. Amery, Member At Large
Tom Liddy, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3
Paul Schwartz, Maricopa County District 4
Vacant, Maricopa County District 5

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

On April 21, 1994, House Bill 2342 established a Citizen's Transportation Oversight Committee (CTOC) to facilitate citizen involvement in the decision making process of freeway planning and construction. Their primary responsibilities included review and advisory functions concerning the Regional Transportation Plan, the Transportation Improvement Plan (TIP), changes to the plan, and on the priorities regarding Proposition 300 freeways for corridor and segment development. An annual audit must be performed by an outside audit firm of the expenditures of the Regional Area Road Fund (RARF), along with necessary public hearings. Members were appointed for a maximum period of 3 years by each of the governing bodies of cities and towns and tribal councils in Maricopa County. The Governor appoints a Chairperson and a Member at Large. Staff and coordination support was to be provided by the Special Assistant for the Regional Freeway System.

HB 2172 was passed in 1996 that repealed the existing CTOC and created a new seven member CTOC with the same statutory responsibilities as the original committee. The new CTOC is authorized to; review and make recommendations regarding any proposed major revision to the MAG Transportation Improvement Program; consult with the State Auditor General regarding the required performance audit of the Regional Freeway System; receive and make recommendations to MAG regarding citizens complaints relative to MAG's statutory responsibility over the Regional Freeway System; and receive, review and make recommendations to the State Transportation Board regarding citizens complaints about the Regional Freeway System. The seven-member committee consists of five members appointed by each of the members of the Maricopa County Board of Supervisors. The Governor appoints a Chairman and Member at Large. Members previously appointed by the local jurisdictions under the old legislation could opt to complete their original term.

The CTOC Chairperson is a voting member of the MAG Regional Council on matters related to the Regional Freeway System, and a nonvoting member of ADOT's Priority Planning Advisory Committee.

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SECTION 1 ISSUES, CONCERNS & RECOMMENDATIONS

Over the past twelve months, the Citizen's Transportation Oversight Committee ("CTOC") has essentially performed two functions, as called for by its enabling statute, A.R.S. § 28-6356. First, the committee performed a review of various programs implemented by the Arizona Department of Transportation ("ADOT") as they related to the Regional Freeway System in the Valley. Secondly, the committee sought out public opinion concerning ADOT's performance and recommendations to improve the development of the current Regional Freeway System.

CTOC met on a semi-monthly basis to review the work done by ADOT, MAG and others. CTOC heard public testimony at a public hearing and at regular CTOC meetings. Additionally, a letters and emails from concerned citizens were received. The public input received is documented and maintained in an "Issues Database". A listing of the issues is shown in Appendix 'A'.

Over the course of the last year, CTOC addressed the following list of concerns regarding the Valley transportation system and ADOT's performance in the development of the system, which it believes, needs further action, emphasis or review.

Regional Transportation Plan

The CTOC committee has closely followed the development of the Regional Transportation Plan (RTP) and proposed extension of the half-cent sales tax for transportation through the CTOC Chairman's membership on MAG's Transportation Policy Committee (TPC). The CTOC chairman was actively engaged in the TPC process to develop and unanimously approve the new Long Range Transportation Plan. A major component of the plan is the anticipated voter approval of the plan and extension of the half-cent sales tax funding. CTOC agrees that voters need to know the projects that are going to be funded, including project priorities. Before the plan and funding can be put on the ballot for voter approval, legislation is needed to authorize the vote. The legislature approved House Bill 2292 and the Governor has signed the bill, which authorizes a November 2004 vote. The bill supports the plan approved by

the Transportation Policy Committee, which includes funding for Highways, Transit and Streets.

Recommendations:

CTOC strongly encourages MAG to continue their planning efforts to ensure voter approval of the plan and corresponding approval of the extension of the half-cent sales tax for transportation. CTOC members are encouraged to support efforts to communicate the plan to the voters. The CTOC Chairman should continue to be an active member of the Transportation Policy Committee as the plan moves forward. CTOC strongly supports identification and implementation of performance measures that will ensure that planned projects provide the expected service to the traveling public.

CTOC commends MAG's efforts to develop and implement the Regional Transportation Plan. The Transportation Policy Committee was truly a gathering of all regional transportation stakeholders to cooperatively develop and unanimously approve the plan.

Noise Mitigation – Rubberized Asphalt Overlay

CTOC members have often heard citizens express concerns about freeway noise. The topic has been thoroughly reviewed by CTOC over the last two or three years. ADOT has reported often on their noise policy and how noise complaints are being addressed. Early in 2003, CTOC reviewed ADOT's plan to address general freeway noise issues by overlaying much of the freeway system with asphalt rubber. ADOT presented their three-year plan to overlay 84 miles of the freeway system. Overlay projects were included in the program update with the first projects going to bid in July 2003. CTOC strongly encouraged ADOT to make the Asphalt Overlay projects a priority and to complete this program as soon as possible. CTOC members often heard favorable responses to freeways already overlaid with asphalt rubber.

CTOC commends ADOT for their efforts to modify the Five-Year construction program to expedite Asphalt Rubber Overlay projects. ADOT has demonstrated a strong commitment to provide freeways that are sensitive to public concerns. CTOC applauds the quick development and implementation of this program.

Recommendation:

CTOC encourages ADOT to continue to aggressively pursue this proven noise mitigation measure. CTOC believes that overlaying freeways with

Asphalt Rubber is the most effective noise mitigation measure based on cost benefit. ADOT should continue to expand the Asphalt Rubber overlay program to address existing noise concerns near freeways that have not yet been included in the current asphalt overlay program. Additionally, CTOC supports the pilot study program approved by the Federal Highway Administration (FHWA) to evaluate the noise reducing qualities of rubberized asphalt. One of the many objectives of that study may be to obtain federal approval to use rubberized asphalt as a noise mitigation measure nationwide.

Valley Metro Light Rail Transit Plan

Valley Metro Rail is responsible for the implementation of the Regional Transit Plan. Valley Metro Rail, Inc.'s is a non-profit public corporation whose purpose is to plan, design, construct and operate the light rail system, including future extensions. Funding for the current rail system has been secured and consists of a 50/50 federal / local match. The local match comes from sales taxes approved by voters in Phoenix and Glendale. Tempe City Council voted to authorize sales tax generated within Tempe city limits to also be used as their match funding. Mesa's share is being funded from other city resources.

CTOC heard an update on the current plans to build 20 miles of a new Light Rail System locate predominately in the City of Phoenix. A portion of the 20 miles will be located in the cities of Tempe and Mesa. The 20-mile starter system will run between 19th Avenue and Bethany Home Road and Dobson Road and Main Street in Mesa. The light rail system is planned to interconnect with the bus and express bus systems. The majority of the starter system will be at grade on existing streets. Phase I is expected to be completed by December 2006 and Phase II should be completed by April 2007. Funding for expansion of the system is being considered in the Regional Transportation Plan funded from the proposed extension of the half-cent sales tax for Transportation.

CTOC members and citizens voiced their concerns with the plan. There are serious concerns that the light rail system will not be as cost effective as would an expanded bus and express bus system. Many CTOC members are concerned that there are discrepancies with the data that supports the projected benefits of the light rail plan.

Recommendation:

CTOC supports efforts by the legislature and concerned citizens to ensure there is accountability before further expansion of the light rail system is approved. The starter system needs to be monitored closely. CTOC strongly supports the position that no further expansion of the light rail system beyond the 20-mile starter system proceed with out supporting performance measures that justify new funding for an expanded system. CTOC strongly recommends that additional funding for Light Rail expansion not be used to implement the starter system.

CONCLUSION

The CTOC committee desires to provide constructive ideas as to where ADOT and MAG should focus efforts to improve processes and the implementation of future programs and projects. Our committee has the utmost respect for the professionals who day in and day out dedicate their efforts to provide a first class transportation system, a model to most other large metropolitan areas throughout the nation. The recommendations in this report provide an informed citizen view of the issues faced in the deployment of the Regional Freeway System. Our concluding recommendation is that the cooperative efforts to plan and develop the Regional Transportation Plan continue. CTOC encourages politicians, government officials and citizens to stage a united effort to inform voters and encourage them to approve the November 2, initiative extending the half-cent sales tax for transportation. CTOC continues to support and commend ADOT and MAG efforts to complete and expand the regional transportations systems.

Keep up the good work!

SECTION 2 ADMINISTRATIVE

CTOC statutory authority and responsibilities are defined in the Arizona Revised Statutes, A.R.S. § 28-6356 (shown in Appendix 'B'). This section of the report provides a summary of CTOC membership and regular CTOC administrative responsibilities.

MEETINGS

The Citizen's Transportation Oversight Committee (CTOC) met 6 times in 2003 including 1 public hearing for citizen input. The committee reviewed and discussed a broad range of topics. **Section 1** of this report, makes recommendations that may help address the issues reviewed by CTOC during 2003. **Section 3** summarizes the informational items presented to the Committee for discussion, possible action and public input.

The regular CTOC meetings were held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Phoenix, Arizona.

A Joint Public Hearing with the Maricopa Association of Governments Regional Council (MAG), the Regional Public Transit Authority (RPTA) and the State Transportation Board (STB) was held at the MAG Offices at 302 North 1st Avenue, in Phoenix. The meeting dates follow:

Tuesday, January 21, 2003	Regular Meeting
Thursday, March 06, 2003	Joint Pubic Hearing at MAG
Tuesday, May 20, 2003	Regular Meeting
Thursday, July 24, 2003	Regular Meeting
Tuesday, September 16, 2003	Regular Meeting
Tuesday, November 18, 2003	Regular Meeting

MEMBERS

The following is a list of current members as of December 2003.

<u>MEMBER</u>	<u>TERM EXPIRES</u>
F. Rockne "Roc" Arnett, Chairman	January 2005
Dwight D. Amery, Member at Large	January 2005
Tom Liddy, Supervisor's District 1	June 2004
Jim Lykins, Supervisor's District 2	February 2006
Ron Gawlitta, Supervisor's District 3	January 2005
Paul Schwartz, Supervisor's District 4	March 2004
Vacant, Supervisor's District 5	

ADMINISTRATIVE ITEMS

Financial Compliance Audit

Under A.R.S. § 28-6356, subsection F.5, CTOC is required to conduct an independent financial compliance audit of the Regional Freeway System expenditures. The firm of Deloitte & Touche, L.L.P. was contracted to perform the audit. The results of ADOT's operations for the year ended in conformity with accounting principles generally accepted in the United States of America.

The main objective, in addition to those requirements spelled out in statute, was to assure that the audit sampling included design, right-of-way and construction projects from all the various freeway corridors.

CTOC reports the audit findings to the Governor, the Legislature and the ADOT Board. CTOC members communicate guidelines and objectives to the auditors that are conducting the audit in a fashion that a corporate Board of Directors would oversee outside auditors. A summary of the Financial Compliance Audit findings follows:

- Performed in accordance with A.R.S. § 28.6301 - 28.6392
- Expenditures reviewed covered design, right-of-way and construction on different corridors
- Codes in the Fund's Charging Guidelines were determined to be allowable costs
- Total expenditures did not exceed budgeted amounts

The final Financial Compliance Audit findings are shown in **Appendix 'C'**.

Regional Freeway 2000 Performance Audit

CTOC is required, under A.R.S. § 28-6356, subsection F.5, to consult with the Auditor General in setting parameters for a performance audit prescribed in A.R.S. § 41-1279.03 and to review and make recommendations made in the audit. The Auditor General's Office initiated the 2000 Regional Freeway Performance Audit by soliciting the committee's input as to the questions the audit should attempt to answer. Sjoberg Evashenk Consulting performed the audit in 2000.

ADOT has established audit action plans for implementation of the audit recommendations. Quarterly reports are given to CTOC as part of the Staff Report at the regular CTOC meetings. CTOC is pleased to report that all recommendation that ADOT agreed to have been implemented. The final status report is shown in **Appendix 'D'**. The next Regional Freeway Performance Audit is schedule for 2005.

Annual Budget

The total budget for FY 2003 CTOC totaled \$234,000, which included \$200,000 to fund a Performance Audit. Actual expenses totaled \$25,409. Actual expenses included \$10,994 for Personal Services, \$10,998 for Professional and Outside Services and travel and \$3,417 for other operating expenses that included meeting expenses, postage, office

equipment and office supplies. The majority of the Professional and Outside Services expenses were to fund the Financial Compliance Audit.

The original 2003 CTOC Budget included \$200,000 in Professional and Outside Services to cover the cost of a Performance Audit. A few months following the approval of the budget, the Office of the Auditor General advised that A.R.S. § 41-1279.03 had been amended in House Bill 2347

changing the frequency of the required Performance Audit from every three years to every five years. Therefore, the funds set aside for the Performance Audit will be budgeted for FY 2005.

The FY 2004 budget for CTOC was approved at \$ 28,200 for the fiscal year beginning July 1, 2003 to June 30, 2004. Funding expenditures include funding for the annual Financial Compliance Audit (\$13,000), personal services, employee related expenses and travel (\$10,000) and other operating expenses totaling (\$5,000). The Budget details are shown in Appendix 'E'.

SECTION 3

INFORMATIONAL AGENDA ITEMS

There were many presentations made to CTOC that provided the Committee with background information and an opportunity to discuss a variety of transportation issues. The following is a list of many of the agenda items presented to the Committee for information in 2003. A summary of agenda items heard by the committee at their meetings is shown in **Appendix 'F'**.

PROGRAM REVIEWS

FY 2004 – 2008 Five-Year Program in MAG Region

ADOT presented the draft tentative FY 2004 – 2008 Five Year Transportation Facilities Construction Program in the MAG region to CTOC at the January 21, 2003 meeting and again at the Joint Public Hearing with MAG Regional Council, the Transportation Board and Regional Public Transit Authority on March 6, 2003. The review of the proposed tentative program included an overview of the cooperatively developed Funding Estimate (\$205 million) for FY 2008, Project Selection Process and a recommendation of new projects to be added to the program in the fifth year, FY 2008. The program included \$50 million for the Regional Freeway System in FY 2008.

Prior to the March Public Hearing, the tentative program was approved for public comment by the MAG Regional Council and the State Transportation Board.

Regional Freeway Life Cycle Program

ADOT updates the Regional Freeway System Life Cycle Program annually. The State Transportation Board publishes a Tentative Five-Year Highway Construction Program in February for approval, which includes the Regional Freeway System Life Cycle Program. A summary of the revenues, costs, changes and additions were provided to CTOC for review and comment. The Tentative FY 2004-2008 MAG Area Life Cycle

Program and Certification was presented to CTOC at the March 6, 2003 Joint Public Hearing with MAG Regional Council, the State Transportation Board and Regional Public Transit Authority.

In July the final FY 2004-2008 MAG Life Cycle Program was approved by the State Transportation Board June 20, 2003.

Life Cycle Program Certification

As part of the Life Cycle programming process, ADOT biannually certifies that project revenues and cost are in balance. The purpose of the certification is to review the progress of the Regional Freeway System program and update revenue and cost projections. CTOC reviewed the January 2003 and July 2003 Life Cycle Certification reports that report the progress of the Regional Freeway System program, and identifies projections and changes in program revenues and costs. To date, 103 miles of new freeway have been opened to traffic, 13 miles are under construction, 22 miles are under design and 8377 acres of right-of-way have been acquired.

Revenue growth rates for the Transportation Excise Tax Revenues have begun to strengthen when compared to average growth rates over the past three years. This is primarily due to the economic continuing improvement in the local economy.

The construction cost update shows only nominal changes. However, design issues under study on the Red Mountain Freeway (202 Loop) section between Power Road and University Drive.

Right-of-way unit costs for the Red Mountain and the Santan Freeways did not experience major appreciation increases during fiscal year 2003, except in locations of traffic interchanges. ADOT's overall right-of-way expenditures increased significantly as a result of rapidly developing commercial properties near interchanges. This created high settlement values in condemnation. Additionally, the higher costs reflect an increase in acreage to be acquired for the Santan Freeway. This acreage increase reflects the acquisition of a number of larger parcels purchased as a result of loss of access to remainders. The majority of the right-of- way needed to complete the system has been acquired. Right-of-way costs are monitored closely.

The July 2003 Regional Freeway Certification Map is located in Appendix 'G'.

MAG Regional Transportation Plan

The MAG Transportation Manager updated the Committee on the status of the Regional Transportation Plan (RTP). The current long range planning effort is the largest planning initiative in the region in over 40 years. The plan will act as a blueprint for regional transportation investments for the next 20 years and create a policy framework that identifies transportation priorities. The plan will be guided by performance goals.

Population growth in the Maricopa region is projected to exceed 6 million people by 2030. The projects proposed for funding in the RTP are needed keep transportation services at acceptable levels. The plan places an emphasis on the extension of the half-cent sales tax. It also looks at a full range of revenue options available for transportation. The half-cent sales tax extension is needed to keep pace with the rapid population growth. Performance measures and evaluation criteria used to evaluate projects were reviewed. It was reported that transportation revenue is anticipated to total \$29.4 billion over the 20 year plan period, with \$6.9 billion in City and County HURF funds, \$5.4 billion in transit fares and local transit sources, and \$17.1 billion in regional funding sources. Regional funding sources include \$8.3 billion from the half-cent sales tax extension, \$0.8 billion in ADOT 15% funds, \$4.5 billion in ADOT Discretionary funds, \$0.7 billion in Federal 5307 Funds, \$1.6 billion in Federal 5309 Funds, \$0.4 billion in Surface Transportation Funds and \$0.8 billion in Congestion Mitigation Air Quality (CMAQ) Funds.

The types of projects that were being considered in the development of the plan were presented to CTOC and the different modeling scenarios were discussed. A preferred plan alternative that addresses all modes resulted from MAG's analysis, agency review comments and public review comments of the alternate scenarios.

A preferred plan was developed and presented to the TPC for consideration. The TPC debated various issues and projects in reaching a unanimous decision to approve a Final Plan. The Plan was reviewed by the State Transportation Board, Regional Transit Authority, Maricopa County, Indian Communities and member agencies. Many of these reviewers provided comments and recommendations before the plan was approved by the TPC. Upon approval by MAG, the plan was sent to the Legislature for consideration of enabling legislation for the extension of the half-cent sales tax for transportation. After some debate, the Legislature approved HB 2292 which authorized a vote in Maricopa County on the plan and half-cent sales tax initiative in November 2004.

CORRIDOR AND PROJECT REVIEWS

Update on State Route 51 HOV Design Build Project

CTOC was given an update on the construction progress being made on ADOT's third Design Build Project in the Phoenix Area. The project encompasses approximately 10 miles of HOV lanes, an elevated HOV connection from I-10 to SR 51, bridge widening, a continuous concrete median barrier, new median lighting, sound walls, rubberized asphalt overlay and landscaping. The original contract bid totaled \$75.6 million and completion is anticipated in February 2004. The project includes an extensive Public Information Plan that provides timely and accurate project information for dissemination through various media, including direct marketing, websites, open houses, newspapers, individual meetings, media briefings and print and radio announcements. The project is on schedule.

Status of the State Route Loop 303 Project

Maricopa County through an Intergovernmental Agreement is funding and constructing interim improvements to Estrella Loop 303. The County provided CTOC an update on progress being made. The new roadway between McDowell Road and Indian School Road has been improved to four lanes and right-of-way has been donated along the roadway from Indian School Road to Union Hills. Improvements have also been made at Indian School Road to alleviate safety issues and the intersections at Northern and Olive will be widened. Construction of the sections from Bell Road to Reams Road and Reams Road to El Mirage Road has been completed. Construction is underway between El Mirage and Lake Pleasant Road.

Update on the Red Mountain Freeway

A status report on the Red Mountain Freeway project from Power Road to University Drive was given to CTOC by ADOT's General Consultant, DMJM+HARRIS, Inc. A new half-diamond traffic interchange is planned at McDowell Road, with ramps to and from the south. Each of the crossroads will go over the Central Arizona

Project (CAP) canal, flood retarding structure, freeway and flood impoundment area. Three interchange configurations and four realignment options are being considered at McKellips Road and Brown Road to try to optimize the geometry of the interchanges.

ADOT and DMJM+HARRIS, Inc., are developing plans that interface closely with the Spook Hill flood retarding structure. The freeway will be superimpose into the impoundment area, impoundment area will be recreated to maintain the same level of flood storage volume, and design crossroads that provide hydraulic capacity to allow water to flow to the spillway without overtopping the structure.

The 15 percent design submittal is currently under review and a Value Engineering Study was recently completed. Public meetings were held in August 2003 to present the alternative interchange configurations and crossroad alignments. The 30 percent design submittal is due in March 2004, which is on track for a 2007 freeway opening.

Due to the interrelationship of the freeway, the Spook Hill Dam, the Arizona Canal Diversion Channel (ACDC), crossroads and the drainage structures, this is a very complex project. The 30 percent design will give ADOT a better basis for a more accurate cost estimate. It is likely that the cost of this project will be higher than was originally anticipated.

STUDIES

Loop 303 EA/DCR Study Update

A representative from ADOT's study consultant, URS Corp. provided CTOC with a review of this study's progress. The study boundaries stretch from Lake Pleasant Road to I-17. The route alternatives being considered must interrelate with various SR 74 connectivity alternates. The various road configurations were reviewed with the committee. The committee was invited to participate in a public meeting scheduled on February 19, 2003. The MAG Regional Council previously endorsed the

Lone Mountain alternative. The other alignment being seriously considered is the Carefree Highway alignment.

MCDOT is currently conducting a corridor study, south of Maricopa 85 to Riggs Road. The study is focused on locating a preferred route. Two alternatives are being considered. The study is scheduled to be completed the end of September 2003. However, following concerns expressed at public meetings further considerations are being reviewed before setting a preferred alignment. Regardless of the route ultimately selected for the Loop 303, both routes will be required in the future.

The County is also studying and preparing a Design Concept Report for the Maricopa 85 to I-10 section. This study takes the interchange locations between I-10 and the future 303 Loop into consideration.

All studies on Loop 303 are considering how the corridor can be phase constructed to facilitate an ultimate full freeway design.

Update on State Route 74

ADOT updated the Committee on a SR 74 Access Management Study started in 1999. The purpose of the study was to recommend implementation of sound access management principles, control access to adjacent land use, minimize the number of access points, minimize vehicle, pedestrian and bicycle conflicts, allow for safe lane changes and speed transitions, provide for a smooth transition of traffic from one roadway to another, and provide for uniform speed on the primary facility. MCDOT and Peoria helped finance the study and a Plan Development Process was initiated. The major project challenges include multi-jurisdictional coordination and consensus building. Long-range traffic studies show that development will occur along I-17 and to the west.

This study points out a future need for highway improvements along the SR 74 corridor. However, only a small amount of right of way preservation funding was included in MAG's 20-year Long Range Plan. The study also recommends that agreements with Phoenix and Peoria to secure right-of-way along the corridor and associated future interchanges.

South Mountain (Loop 202) Study

The Design Concept Report (DCR) and Environmental Impact Statement (EIS) study consultant, HDR Engineering, Inc., presented a status report to the committee. The South Mountain Freeway (Loop 202) will connect I-10 on the west side Phoenix to I-10 on the south side of Phoenix, and is the last freeway corridor on the Regional Freeway System, approved in 1985. The South Mountain Freeway studies looked at traffic demand in the area as well as how much of the demand could be handled by existing facilities or by other potential improvements. Environmental constraints were thoroughly reviewed. Engineering and design criteria for the identification of reasonable alternatives were evaluated. Initially, nine alternatives were identified, but narrowed to three alternatives and two options following evaluation. One Alternative, the Pecos Road Alternative will have impacts to South Mountain Park and South Mountain Ridges and, in an effort to avoid those impacts; they have had ongoing discussions with the Gila River Indian Community (GRIC). The GRIC has agreed to allow the study team to proceed with a study on three alternatives, one from the Borderlands Master Plan and two from past toll road studies. The study team regularly meets with the Gila River Indian Communities as well as the Citizens Advisory Team, various municipalities and stakeholders as the analysis of the alternatives continues on the west side.

The environmental analysis looks at numerous factors, including air quality, cultural sites, and environmental justice. The study schedule, anticipates completion in 2005, with a draft Environmental Impact Statement going out for public review at the end of 2004 subject to a timely agreement on an acceptable alternative on the Gila River Indian Community can be agreed upon.

I-17 Widening Study Loop 101 to Black Canyon City

A status report on the I-17 widening study between Loop 101 and Black Canyon City was presented to the CTOC committee. The study consultant's project manager from Kimley-Horn & Associates, Inc., described the purpose of the study, which is to develop design concepts for the ultimate widening of I-17, and an accompanying long-range implementation plan. The study limits are north of the Loop 101 to the south of the Black Canyon City. The study includes a Design Concept Report covering the entire distance and an Environmental Assessment covering from just south of the Loop 101 to the New River Traffic Interchange (TI). Frontage roads between the Loop 101 and Carefree Highway and alternatives for the reconstruction of the Table Mesa TI are included.

Currently, the recommendation for the southern section up to the Carefree Highway is for five general-purpose lanes plus one High Occupancy Vehicle (HOV) section (five-plus-one) and additional auxiliary lanes in areas where they do not currently exist. The recommendation for the center section from the Carefree Highway to New River is for a four-plus-one section in each direction. North of New River Road, the recommendation is for four general use lanes in each direction without an HOV lane. The City of Phoenix has committed to design and construct one-way frontage roads to fill in gaps between Pinnacle Peak and Happy Valley Roads as well as from Dixileta to the Carefree Highway. Once the frontage roads and intermediate interchanges are constructed by the City of Phoenix, the entire frontage road system can be converted to one way.

The entire project is estimated to cost around \$450 million including right –of-way.

Williams Gateway Freeway Study Update

The new 20-year Regional Transportation Plan approved by MAG includes a new freeway corridor in the southeast valley that extends east from the Santan Freeway (Loop 202) to US 60 southeast of Apache Junction. The City of Mesa contracted with DMJM+HARRIS, Inc., to initiate a study that looks at a directional interchange that would connect the Santan Freeway to the future freeway near Hawes Road. The purpose of the study was to look at the feasibility of developing a system interchange in the proposed area and define the footprint for the system interchange while preserving as much right-of-way as possible. The study found that the proposed interchange is feasible; however a number of items, including ramps, would have to be retrofitted. The study further determined Hawes Road would be the best way to access the future airport terminal from the Santan Freeway. More in-depth location, design concept and environmental assessment studies are needed before projects on this corridor are programmed.

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APPENDIX A

CTOC 2003 ISSUES DATABASE

CTOC 2003 ISSUES

<i>ID</i>	<i>Date</i>	<i>Issue Source</i>	<i>Issue Description</i>	<i>Form of Request</i>	<i>Agency(s) Impacte</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
1	01/21/2003	Rockne Arnett	Half-cent Sales Tax	Meeting minutes	ADOT	Financial	Suggested the board members and the public contact there legislators to share there opinions regarding the half-cent sales tax bill.
2	01/21/2003	Wm. Crowley	Rubberized Asphalt	Meeting minutes	ADOT	Air Quality	Expressed concern regarding the use of Rubberized Asphalt creating more air pollution problems.
3	01/21/2003	Ron Gawilitta	Elevated Rail System	Meeting minutes	RPTA	Transit	Recommended future freeway enhancement discussion include an Elevated Rail system.
4	01/21/2003	Ron Gawilitta	SR 85 - Loop 303	Meeting minutes	MCDOT	Freeway	Suggest the SR 85 - Loop 303 be completed as soon as possible to relieved truck traffic from I-10.
5	01/21/2003	Rockne Arnett	Loop 303 Safety	Meeting minutes	MCDOT	Freeway	Expressed concerns regarding the frequency of accidents on the Loop 303.
6	01/21/2003	Wm. Crowley	Rural Rds & Transit	Meeting minutes	RPTA & ADOT	Freeway	Suggested money be spent on Rural Roads and Light Rail if, they're built along corridor freeways.
7	01/21/2003	Wm. Crowley	Loop 101 & 303	Meeting minutes	ADOT & MCDOT	Multi-modal	He stressed the need to address multi-modal transportation on the Loops 101 and 303.
8	02/05/2003	Joe Ryan	Rapid Transit	email	RPTA	Transit	We should plan for a Central Guide-Beam Rapid Transit Infrastructure.
9	02/08/2003	Joe Ryan	Transit Terminals	email	RPTA	Transit	Expressed the need for Multi-modal Terminal for our Multi-modal Transit System between airlines, trains, buses etc.
10	03/13/2003	John MacCatherine	Transit	email	ADOT	Freeway	Suggest using freeways for Light Rail.
11	04/16/2003	Joe Ryan	Transit	email	ADOT	Transit	Suggest a multi-modal terminal with rapid transit services be located at the Sky Harbor Airport.
12	04/17/2003	Joe Ryan	Pollution	email	ADOT	Air Quality	Expressing concern regarding increased pollution with our tremendous growth.

<i>ID</i>	<i>Date</i>	<i>Issue Source</i>	<i>Issue Description</i>	<i>Form of Request</i>	<i>Agency(s) Impacte</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
13	05/20/2003	D.D.Barker	Pollution	Meeting minutes	ADOT	Air Quality	Concerned about the number of freeway projects being proposed that will hinder efforts to reduce pollution.
14	06/06/2003	Joseph Ryan	Light Rail	email	RPTA	Planning	Expressing concern about Light Rail plans. The speed will be very slow, rail is planned in the middle to the street, stations open to the summer heat.
15	06/14/2003	Michael Yates	Light Rail	email	RPTA	Transit	Citizens letter to East Valley Tribune newspaper: Against Light Rail, asking voters not to vote for the half cent sales tax extension if it designates transit funds.
16	06/14/2003	Jerry Spellman	Light Rail	email	RPTA	Transit	Against Light Rail plans with Sky Harbor Airport.
17	07/15/2003	Joe Ryan	MAG	email	MAG	Administrative	He is against Maricopa Association of Governments as Arizona's Metropolitan Planning Organization.
18	07/24/2003	Ron Gawilitta	Trash on I-17	Meeting minutes	ADOT	Planning	He commented most trash on I-17 seems to be from construction items off of trucks.
19	07/24/2003	Dwight Amery	Walls & R. Asphalt	Meeting minutes	ADOT	Planning	He questioned why higher sound walls are being constructed in areas rubberized asphalt is being utilized.
20	07/24/2003	Ron Gawilitta	Concrete Barriers	Meeting minutes	ADOT	Planning	Questioned why cable barriers are initially put on freeways only to replace them later with concrete barriers.
21	07/24/2003	Ron Gawilitta	Northern Avenue	Meeting minutes	ADOT	Planning	Asked if Northern Avenue will be a road of regional significance in the future.
22	07/24/2003	Paul Schwartz	Loop 303	Meeting minutes	MCDOT	Planning	Inquired about the Loop 303 - safety, improvement and future plans.
23	07/24/2003	Wm. Crowley	Transit	Meeting minutes	RPTA	Transit	Expressed support of our bus system in additional to Light Rail.
24	07/24/2003	Ron Gawilitta	Zoning	Meeting minutes	ADOT	Planning	Suggested surplus properties be rezoned according to the General Plan before being disposed of at auction.

<i>ID</i>	<i>Date</i>	<i>Issue Source</i>	<i>Issue Description</i>	<i>Form of Request</i>	<i>Agency(s) Impacte</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
25	08/01/2003	Joe Ryan	Transit	email	RPTA	Transit	Expressed concern regarding access and assistance for wheelchair passengers on the Light Rail.
26	08/02/2003	Joe Ryan	Transit	email	RPTA	Transit	Concerned the streetcar vendor for Light Rail could go to a overseas vendor. He feels we should keep our tax dollars in the U. S.
27	09/16/2003	Roc Arnett	S. Mountain Corridor	Meeting minutes	ADOT	Planning	Inquired on the status of the South Mountain Corridor and the several alternative alignments being studied.
28	09/16/2003	Roc Arnett	I-17/Blk Cyn TI	Meeting minutes	ADOT	Financial	Urges ADOT to do the widening in a manner that minimizes or eliminates future throw away costs.
29	09/16/2003	Ron Gawilitta	Loop 101	Meeting minutes	ADOT	Freeway	Suggest ADOT extend the HOV lane by one-quarter mile to help smooth out the transition from Loop 101 to I-17.
30	09/16/2003	Roc Arnett	Fwy to Florence Junctio	Meeting minutes	ADOT	Freeway	Recommends ADOT works with the City of Mesa regarding the Santan extension to Florence Junction Airport.
31	11/18/2003	Joe Ryan	SR 74	Meeting minutes	ADOT & McDOT	Freeway	Suggested on SR 74 ADOT builds wider ramps with larger turning radiuses to accommodate three lanes and a breakdown lane.
32	11/18/2003	Paul Schwartz	Light Rail Transit Plan	Meeting minutes	RPTA	Transit	Concerned that the Light Rail has to many stops and 90 degree curves.
33	11/18/2003	D.D. Barker	Light Rail cost	Meeting minutes	RPTA	Transit	Concerned clean up of contaminated sites will effect the cost of the Light Rail.
34	11/18/2003	Joe Ryan	Light Rail & Pollution	email	RPTA	Transit	Feels the Light Rail is going to be dangerous, costly and will create more air pollution.
35	11/18/2003	Joe Ryan	Light Rail	newspaper	RPTA	Transit	Newspaper article regarding negative side of Light Rail in Florida, Baltimore, San Jose, Los Angeles and Washington, D.C.
36	11/19/2003	Joe Ryan	Air Quality Report	email	RPTA	Transit	Problems he see with the Air Quality Technical report, understating pollution production.

<i>ID</i>	<i>Date</i>	<i>Issue Source</i>	<i>Issue Description</i>	<i>Form of Request</i>	<i>Agency(s) Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
37	11/19/2003	Joe Ryan	Congestion	email	ADOT	Freeway	Suggest widening I-10 and decking 8 miles of I-17.
38	11/21/2003	Joe Ryan	Safety	email	RPTA	Transit	Concerned with safety on the Light Rail, mainly crime, no wheel chair tie-downs and no rider constraints.
39	11/21/2003	Joe Ryan	Light Rail	newspaper	RPTA	Transit	Newspaper article regarding the Transit Plan forcing Light Rail on Valley voters.
40	11/25/2003	Daina Mann	Light Rail	Letter / Memo	RPTA	Transit	Submitted EPA's endorsement of the Light Rail project, based on air quality benefits and 10 myths regarding the Light Rail.
41	12/12/2003	Joe Ryan	Light Rail	newspaper	RPTA	Transit	Newspaper article regarding the current down trend in ridership of the Light Rail in Santa Clara County, California.

APPENDIX B

CTOC STATUTE

Bill # Search [Search](#)

Forty-sixth Legislature - Second Regular Session

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28-6356. [Citizens transportation oversight committee](#)

(L03, ch 217, sec. 6. Conditionally Eff. Rpld. 1/1/07)

A. A citizens transportation oversight committee is established in counties with a population of one million two hundred thousand or more persons and that have levied a transportation excise tax pursuant to section 42-6104.

B. The citizens transportation oversight committee consists of the following members who are not elected officials or employed by this state or any county, city or town in this state:

1. One member who serves as chairperson of the committee and who is appointed by the governor pursuant to section 38-211.

2. One member who represents each supervisorial district in the county and who is appointed by the board of supervisors. The board of supervisors shall consult with the mayors of each city and town located within each supervisorial district regarding appointments. At all times during the term, each member appointed pursuant to this paragraph shall legally reside in a different city or town located in the county. Members appointed pursuant to this paragraph shall have expertise in transportation systems or issues.

3. One member who resides in the county and who is appointed by the governor pursuant to section 38-211.

C. Members shall be appointed for terms of three years.

D. The chairperson shall also serve as:

1. A nonvoting member of the departmental committee established by section 28-6951 only for issues relating to regional freeway system. The chairperson may appoint a designee to attend meetings of the departmental committee.

2. A voting member of the governing body of the regional planning agency in the county for all matters relating to regional freeway system.

E. The citizens transportation oversight committee shall meet at least once each calendar quarter.

F. The citizens transportation oversight committee shall:

1. Review and advise the board, the governor, the director, the governing body of the regional planning agency and the board of directors of the regional public transportation authority on matters relating to all projects funded pursuant to section 42-6104.

2. Review and make recommendations regarding any proposed major revision of the regional transportation plan adopted by the governing body of the regional planning agency. For the purposes of this paragraph, "major revision" means addition or deletion of a transportation project funded pursuant to section 42-6104.

3. Annually review and comment on the criteria developed pursuant to section 28-6354, subsection B.

4. Hold public hearings and issue public reports as it deems appropriate.

5. Annually contract with an independent auditor who is a certified public accountant to conduct a financial compliance audit of all expenditures from the regional area road fund and the public transportation fund and receive the auditor's report. The department shall reimburse the committee for the cost of this audit from the highway user revenue fund pursuant to section 28-6538, subsection B, paragraph 1.

6. In consultation with the auditor general, set parameters for the performance audit prescribed in section 41-127 subsection A, paragraph 6 in the county, review the results of the auditor general's performance audit and make recommendations to the regional planning agency, the regional public transportation authority, the department, the speaker of the house of representatives, the president of the senate and the governor.

G. The committee may:

1. Receive written complaints from citizens regarding adverse impacts of any transportation project funded pursuant to section 42-6104, determine which complaints warrant further review and make recommendations to the state transportation board regarding the complaints.

2. Receive written complaints from citizens relating to the regional planning agency's responsibilities as prescribed in this chapter, determine which complaints warrant further review and make recommendations to the regional planning agency regarding the complaints.

3. Make recommendations to the regional planning agency, the regional public transportation authority and the state transportation board regarding projects funded pursuant to section 42-6104 in the regional transportation plan, the transportation improvement program, the department's five year construction program and the life cycle management program for the regional freeway system.

H. Failure by the citizens transportation oversight committee to act does not bar the governing body of the regional planning agency or the board of directors of the regional public transportation authority from taking action.

I. Members of the committee are not eligible to receive compensation or reimbursement for expenses.

APPENDIX C

FINANCIAL COMPLIANCE AUDIT REPORT

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Citizens Transportation Oversight Committee
Phoenix, Arizona

We have performed the procedures enumerated below, which were agreed to by the Maricopa Regional Area Road Fund's (the "Fund") management and the Citizens Transportation Oversight Committee (the "Committee"), solely to assist you in evaluating the Fund's compliance with Arizona Revised Statutes 28.6301 through 28.6392 during the year ended June 30, 2003. The Fund's management is responsible for the Fund's compliance with those requirements. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

1. We obtained an "EXCEL" report listing all payments made to contractors or consultants from the Fund during the year ended June 30, 2003. We inquired of management whether this report was extracted from the accounting system ("ADVANTAGE") and was a complete listing, and we were informed that it was.
2. We randomly selected 25 expenditures from the listing obtained in number one above, covering different corridors (i.e., Pima, Red Mountain) and phases (i.e., Construction, Design and Right of Way ("ROW")).
3. The Construction and Design expenditures were agreed to ADVANTAGE Payment Estimates and, if the projects were completed, to the Progress and Final Payment Reports ("PFPR"). No exceptions were noted.
4. The ROW expenditures were agreed to ADVANTAGE Payment Estimates and Supplemental Receiving Reports or Arizona Department of Transportation Procurement Documents. No exceptions were noted.
5. We obtained the object codes and activity codes used to classify the expenditures from the ADVANTAGE Payment Estimates. We compared these codes to the Fund's Project Charging Guidelines as an allowable cost.

6. We compared to the project number for all of the selected expenditures to the Maricopa Association of Governments Regional Freeway Life Cycle Program ("MAG Program") for the year in which the project originated, without exception. We determined that the total expenditures to date for the project did not exceed the budgeted amount per the MAG Program plus third-party contributions and approved budget increases.

We were not engaged to, and did not, perform an examination, the objective of which would be the expression of an opinion on the specified elements, accounts or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the specified parties listed above and is not intended to be and should not be used by anyone other than these specified parties.

Deloitte & Touche LLP

December 4, 2003

APPENDIX D

2000 PERFORMANCE AUDIT STATUS

ARIZONA DEPARTMENT OF TRANSPORTATION
Regional Freeway System
2000 Audit Quarterly Action Plan Report
January 01, 2003 to June 30, 2003

Item	Description	Sponsor / Owner	Target Completion Date	Comments	Actual Completion Date
RECOMMENDED ACTION ITEMS					
	ADOT Should:				
1	Clearly define the roles, responsibilities, and accountabilities of all members of a project team. Specifically, it should designate project managers who have appropriate authority over team members and final accountability for scope, schedule and budget	Sponsor: Dan Lance Owner: Steve Jimenez	REVISED July 2002	<p>Action Plan Completed. This item will be addressed as part of the review and update of the Project Development Process Manual. An RFP for consultant assistance to assess the engineering project management skills required and where additional training would be beneficial has been developed. The manual update is expected to begin soon. Statewide Project Management is working with Procurement to initiate a contract to update the Project Development Manual.</p> <p>(06/02 Management has determined that the PM authority is well documented in the Project Development Manual.)</p> <p>The new training program titled "Managing the Project Development Process" has been developed and implemented. The class offered to PM's, Technical Managers, Technical leaders and consultants beginning in April 2001. The 2 day training is titled "Managing Project Development". The train pilot courses have been completed and a schedule for training established.</p> <p>12/01 The manual has been reviewed in-house and the portion that shows the roles and responsibilities of the Project Manager and Project Team were determined to be sufficient. The update will focus on making the manual compatible with the current ADOT organization structure.</p> <p>12/01 The initial Team Training Classes have been initiated and follow-up training is being considered.</p> <p>A team has addressed the issue resolution process by developing and implementing a new "Issue Resolution Process – Development". A partnering workshop is scheduled on April 17, 2001 with PMs and District Resident Engineers, to address roles, responsibilities and process improvements.</p> <p>06/02 It has been determined that the appropriate levels of authority concerning PMs and Resident Engineers is clear. The PMs and Resident Engineers meet quarterly to insure close</p>	June 2002

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Item	Description	Sponsor / Owner	Target Completion Date	Comments	Actual Completion Date
RECOMMENDED ACTION ITEMS					
				coordination on project issues and processes. It should also be noted that the program has established close management overview and involvement to ensure PMs and REs are coordinating. Weekly staff meetings between the Valley Project Management, Steve Jimenez; Regional Freeway System, Chuck Eaton; and District Engineers to address issues and problems are held. The staff is lead by Dan Lance, Deputy State Engineer whose sole focus is the delivery of the Regional Freeway System. 12/01 ADOT management will review and decide the appropriate level of authority of the PMs to make decisions on Material Changes without further approval.	
2(new)	“To help ADOT meet its accelerated schedule and stay within budget, ADOT could better manage and tighten controls over the Regional Freeway System.”	Sponsor: Steve Jimenez Owner: Project Managers	Jan. 2002	The 2000 Performance Audit recommendations 2, 3, 4, 5 and 6 are all related to improving and implementing better project management controls and documentation. The action plan for each of these involves many of the same processes and can best be addressed as one Action Item: Action Plan Completed.	Dec. 2001
2a (old 2)	Identify additional information to be documented during project development and construction and who is or should be maintaining the documentation. At a minimum, documentation should include deliverables and documentation of significant decisions and actions taken during the course of individual projects.			Data elements for a monthly “Active Project Status Report” have been determined and a report developed. The report will be distributed monthly to ADOT management, PM’s and Project Team members starting in September 2000. The “Active Project Status Report” is being updated and distributed to PMs & Technical leaders monthly. Additionally, more detailed reports are being updated and utilized by the PMs. The “Group Manager Report” is provided to executive leaders for monitoring and tracking purposes. The “Issue Resolution Process – Development” has been documented and distributed to PMs, Team Leaders, Residents and Management. “Documents required for Design Phase Submittals”	Dec. 2001

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Item	Description	Sponsor / Owner	Target Completion Date	Comments	Actual Completion Date
RECOMMENDED ACTION ITEMS					
				<p>and "Submittal Required Document Checklists" have been developed, documented and implemented into the Project Management Process for each design phase, Stage 1, 2, 3, 4 and Final PS&E.</p> <p>The Role and Responsibilities of the Project Review Board (PRB) have been documented and distributed. The primary function of the PRB is to assist the Project Team in meeting the approved scoped, schedule and budget requirements of their projects.</p> <p>12/01 COMPLETE The manual has been reviewed and it is recommended that the organizational structure be updated. As addressed in the Audit Item #1, a consultant is being hired to assess the engineering project management skills and additional training needed.</p> <p>To better address documentation and adequacy of deliverables, a project deliverables check list has been implemented and PMs are using the check list process to approve deliverable at each stage of design.</p>	
2b (old 3)	For each constituency group identify key information elements. Monitor project progress throughout the project's life cycle and identify variances from the plan with the intent to proactively alter the course of a project as necessary.			<p>Efforts are underway to assure that the project data in Primavera is complete. All active projects have been updated in Primavera. The project team is developing schedules at the design kickoff meetings. Schedules are being reviewed and updated monthly.</p> <p>12/01 COMPLETE The project team uses the plan reviews to document project changes. If the changes are considered "Material" as defined in the ADOT/MAG Material Change Policy, the PMs must take the change through the Material Change Process, which involves approvals by both the MAG Regional Council and ADOT Board. Non-Material Changes can be escalated for resolution of disputes. An "Escalation Process" has been implemented. See attached.</p>	Dec. 2001

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RECOMMENDED ACTION ITEMS					
2c (old 4)	Use a project management system as a tool to monitor costs as part of project and track overall program status.			<p>All Projects schedules are being updated and customized in the Primavera Data Base to enabling PM's to better track overall program status. All active projects have been updated in Primavera. A performance criterion that is related to the budget and actual cost is being reviewed. A tracking document that will document cost estimate at each Phase of development is being developed. A computation of the Labor Performance Index (LPI, the Cost Performance Index (CPI) and the Schedule Performance Index are being considered as measures for monitoring costs as part of tracking overall program status.</p> <p>12 / 01 COMPLETE Project Cost Estimates are captured at each phase of development. The RFS Office maintains data relative to the latest cost estimate and its comparison to the Program and Project Budget. As mentioned above better automated systems are being reviewed and considered. It is believed that the current system is sufficient until something better is ultimately developed.</p>	Dec. 2001
2d (old 5)	Require all employees to fully utilize the department's automated system, Primavera, since ADOT purchased it to function as its project management system.			Efforts are underway to assure that the project data in Primavera is complete. All underway projects will have complete, updated schedules by the end of Dec. 2000. All active projects have been updated in Primavera. The team at the design kickoff meeting is developing schedules. This item is essentially done.	Mar 2001
2e (old 6)	Fully utilize the project management system by inputting the necessary data so that reliable reports can be produced in a timely manner. Evaluate its reports to determine which reports can be eliminated or consolidated with the			All Projects schedules are being updated and customized in the Primavera Database. VPM is providing assistance to PMs, Team Managers and Team Leaders in reading and understanding reports. Reports tailored for the Group Managers, Technical Leaders, Technical Mangers and PMs have been developed, implemented and are updated monthly. They include the Active Project Status Report, the Program Management Report, the Project Managers Report and the Highway Program Performance Measurement	Mar 2001

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RECOMMENDED ACTION ITEMS					
	intent to reduce duplication of efforts and the number of reports.			Charts. A new report called the Program Status Report is nearly complete and will be issued quarterly showing the status of the overall program. This item is essentially complete.	
7	Refine its post review process for all projects and apply lessons learned to future projects. Best practices should be communicated to all team members and implemented on all projects.	Sponsor: Dan Lance Owners: a) Paul Hurst b) Proj. Mgr. c) Residents	Revised June 2003	Action Plan Completed. Construction Section has begun Action Steps 1 and 2 that identify documents and data which detail lessons learned and collect information and incorporate in database. 12/01 In November of 2001 a team was assembled to develop and implement a common database that will allow data entry, analysis, and reporting of all Supplemental Agreements generated by the construction offices. Reports will be generated from this database and sent to appropriate Sections so that process improvements (lessons learned) can be implemented on future projects. 6/02 Programming underway which will allow collection of Supplemental Agreement data. Current plan calls for system to be beta tested in August and installed in construction field offices by October. 12/02 Beta testing of SATS (Supplemental Agreement Tracking System) is underway and should be completed by the end of February, and if all goes well, implementation beginning in March. 8/03 SATS implemented 8/25/03. Construction Group is in the process of getting its own server. One application for this server will be to collect and process data from SATS to generate 'lessons learned'.	August 2003
8	Reconsider existing performance measurement systems and				August 2003

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RECOMMENDED ACTION ITEMS					
	measurement systems and develop more useful measures.	Sponsor: Dan Lance Owners: Chuck Eaton Steve Jimenez Perry Powell		<p>Action Plan Completed. A meeting was held on 2/5/01 to review objectives and measures contained in the Agency and ITD strategic plans. Other Objectives and measures were discussed as possible more effective measures. A list of existing and newly proposed measures for each of the Agency Goals was developed. Following an analysis of the proposed measures, a future meeting will be scheduled to determine which measure will be most effective.</p> <p>12/01 A meeting will be scheduled with the team in January 2002 to begin refinement and recommendation on new performance measures.</p> <p>06/02 Two team meetings to discuss and refine measurement recommendations were held in February and March 2002, respectively. Plans are underway to implement new measure that focus on cost control, citizen outreach and plans quality.</p> <p>12/02 The measurement documenting citizen outreach opportunities is being tested. PIOs and PMs have been directed to use newly developed forms to document scheduled outreach speaking engagements. A sample of the form is attached. Plans to institutionalize the process starting January 2003 are underway. Work to develop new measurements that address the resolution of design review comments and tracking cost and scope changes through the development phase of a project are progressing.</p> <p>08/03 The recommendations have been completed and implemented.</p>	
9	Reconsider revising cost estimates to reflect the estimated effects of	NA	NA	Since this item was thoroughly addresses as a part of the 1997 audit, ADOT chooses to maintain consistency by continuing the	NA

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RECOMMENDED ACTION ITEMS					
	inflation, rather than adjusting revenues, in order to provide a more accurate estimate of actual costs. Additionally, a more accurate cost estimate could be used as a benchmark for cost containment.			current method of addressing inflation.	
Related to Air Quality					
	ADOT Should:				
10	Monitor the impact of future air quality violations or possible federal sanctions on ADOT's ability to meet critical milestones and budget goals.	Sponsor: Chuck Eaton Owner: Pat Cupell	Oct. 2002	Action Plan Completed. A monthly documentation process is being developed and will be implemented in March 2001. A distribution list will be developed as part of the process and monthly reports will be distributed on Inter and Intra-Agency transportation and air quality issues. This will also become part of the processes that will be developed for Audit Recommendation #12. An information sharing process will begin in April, 2001. The information was not available in March. This will be the information that is documented at the Air Quality Planning and Technical Committee Meetings as part of the overall required transportation and air quality federal and state requirements. A distribution list is being developed. This will become part of the overall integration of air quality issues into all transportation plans, programs and projects shown in Audit Recommendation #12. A documentation process has been implemented and monthly reports will be distributed on Inter and Intra-Agency transportation and air quality issues. The information to be distributed will be those issues that are documented as part of the MAG Air Quality Planning and Technical Committee Meetings and other information as applicable, i.e., Federal Register Proposals and Final Rules, actions taken in other states, etc. This will become part of the overall integration of air quality issues into all transportation plans, programs and projects as	DEC 2001

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RECOMMENDED ACTION ITEMS					
				shown in Audit Recommendation #12. See Audit Recommendation #12.	
11	Ensure that project managers, personnel, and stakeholders have the opportunity for participation in available air quality educational programs.	Sponsor: Dan Lance Owner: Steve Jimenez; Pat Cupell; Perry Powell; John Hauskins	Oct. 2002	<p>Action Plan Complete. A Community College Course for Particulate Matter on Construction Sites was identified and some of the ADOT Construction and Maintenance personnel attended this course. As a continuation of this effort, the ADOT Air Quality Team partnered with Arizona State University and Maricopa County Environmental Services and developed a particulate matter-working manual. This working manual and other transportation and air quality related issues were the focus of a 1-day workshop that was conducted on September 18th, 2000. This workshop was for ADOT personnel and stakeholders. As a continuation of the efforts to provide educational opportunities for transportation and air quality issues the ADOT Air Quality Team introduced a recommendation to the Governor's Brown Cloud Summit for Dust Control Training for all stakeholders. This effort included a dust prevention presentation to the Brown Cloud Subcommittee for Stationary and Area Sources. This recommendation was adopted by the Brown Cloud Summit and will go to the Governor for approval in January 2001. Funding has been appropriated to develop and implement a standardized dust control certification program for construction activities for compliance with Maricopa County Rule 310. Following approval of the Brown Cloud Report and in partnership with Maricopa County, ADEQ, the Contractor Community, and other entities, this educational program will be developed and implemented by late 2001 or early 2002. The class developed by ADOT and the PM-10 manual will be used for interim training until the completion of the standardized program. This will also become part of Audit Recommendation #12.</p> <p>The Governor's Brown Cloud Summit approved the PM-10 standardized educational program and the Technical Advisory Committee (TAC) for the development of the program has been</p>	DEC 2001

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RECOMMENDED ACTION ITEMS					
				<p>formed. The TAC has met and has completed the development of an evaluation form for hiring a consultant. The ADOT Air Quality Team, in coordination with the Arizona Department Environmental Quality, sponsored a Vendor's Fair for demonstrations of available dust palliatives.</p> <p>Several of ADOT's engineers attended the vendor's fair. This vendor's fair was held in conjunction with the ADOT Air Quality Team and Maricopa County Environmental Services serving as co-hosts to the California South Coast Best Available Control Measures quarterly meeting.</p> <p>The Air Quality Team Web page is currently being updated. The Air Quality Team Web page, titled AIR AWARE, is being reviewed by the web site administrator and should be on line in the next two weeks.</p> <p>The consultant review for the development of the standardized air quality educational and outreach program has been completed and is being finalized. This will be an ongoing effort for approximately the next 18 months.</p> <p>The ADOT Air Quality Team has requested a presentation be given, by Maricopa County Environmental and Arizona Department of Environmental Quality, on future equipment mandates that will impact ADOT. This presentation will be given as part of the Air Quality and Technical Advisory Committee Meeting and will be distributed accordingly.</p> <p>All of the activities described in this recommendation will also become part of the overall effort to integrate air quality issues into transportation plans, programs and projects as shown in Performance Audit Recommendation #12.</p> <p>See Audit Recommendation #12.</p>	

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RECOMMENDED ACTION ITEMS					
12 (incl. 13)	Continue to integrate air quality issues into all transportation plans, programs, and projects to reduce the possibility of federal sanctions.	Sponsor: Dale Buskirk Owners: Pat Cupell	Revised July 2003	<p>Action Plan Complete. Item 13 will be addressed as part of the action plan for this item. Audit Recommendations # 10, 11, and 13 will eventually become part of the overall efforts to integrate air quality issues into all transportation plans, programs, and projects to reduce the possibility of federal sanctions. As part of this effort during this reporting period a Project Process Manual was developed with the ADOT Local Governments Section which included air quality issues. The ADOT Air Quality Team made several air quality presentations in and outside of ADOT. These included the presentation to the Brown Cloud Subcommittee, the ADOT Audit and Analysis Section, several areas within the ADOT Motor Vehicle Division, etc. The resource commitment that was required for the Governor's Brown Cloud efforts did impact the beginning of the overall operations review that will be required to complete this Audit Recommendation. This effort is now scheduled to begin in January 2001 with a projected completion date of the end of 2002.</p> <p>An operations review was initiated with the identification of each ADOT Org. and the Mission Statement of the Org. The ADOT Transportation Planning Air Quality Team also met with staff from the Motor Vehicle Division and was given the go-ahead to place air quality materials in the Maricopa County Driver's License Stations. These materials are currently being developed. The Governor's Brown Cloud Summit concluded with several approved recommendations that will impact ADOT. These recommendations will be researched and analyzed for feasibility by the Transportation Planning ADOT Air Quality Team. Action on these recommendations would become part of the overall efforts to integrate transportation and air quality issues into all transportation plans, programs and projects.</p> <p>The Transportation Planning Air Quality Team initiated a meeting with the ADOT District Engineer, the Project Manager for the Grand</p>	August 2003

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Item	Description	Sponsor / Owner	Target Completion Date	Comments	Actual Completion Date
RECOMMENDED ACTION ITEMS					
12 (incl. 13)				<p>Ave. / Thomas Rd. / 27th Ave. fly-over project, Contracts and Specifications and the Arizona Department of Environmental Quality for air quality consultation. This meeting resulted in some very positive recommendations and action items to try and ensure that the project does not result in air quality violations at the construction site. The participants also agreed that the Air Quality issues for this project should be included as part of the Project Partnering Conference.</p> <p>Through the efforts of ADOT the Maricopa County CMAG guidelines will be reviewed for possible revisions or enhancements. This issues will be included as part of the overall integration process.</p> <p>Air quality was also included as an issue in the ADOT Transportation Planning and Local Programs Project Processes Manual that has been developed.</p> <p>Air quality issues have been tentatively discussed as being addressed as part of the initial DCR Meeting.</p> <p>As part of the development of the AIR AWARE web-site, an electronic map of the carbon monoxide, ozone and PM-10 air quality monitoring sites in Maricopa County has been provided. The integration of this tool will provide critical information for design personnel to consider during the development of projects. An electronic version of the statewide monitoring sites will also be developed.</p> <p>An internal Performance Audit is proceeding through the Transportation Planning Division (TPD) Air Quality Team. This effort will provide the needed information for the complete integration of air quality into all transportation plans, programs and projects. This effort will conclude in late 2002 and deliverables will</p>	

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RECOMMENDED ACTION ITEMS					
				<p>include a final report with recommendations.</p> <p>The TPD Air Quality Team is preparing an air quality presentation for the upcoming WASHTO Conference in July. This presentation will provide insight for participants as to the many committees and partnerships that ADOT has initiated or participates in, for consultation, cooperation and coordination on air quality issues.</p> <p>The TPD Air Quality Team was included in a nomination by Maricopa County for a Desert Peaks Award for Public Partnerships.</p> <p>The TPD Air Quality Team is addressing recent legislation on several issues that were the result of the Governor's Brown Cloud Summit. These issues will become part of the overall air quality integration effort.</p> <p>09/01 In a continuing effort to integrate transportation and air quality issues into all transportation plans, programs and projects the Transportation Planning Division's Air Quality Team completed the development of the AIR AWARE Website. This website has been published as part of the ADOT web page and will be continuously updated with up to date information on all issues relating to transportation and air quality. This has positive impacts for Audit Recommendations #10 and 11.</p> <p>The consultant has been selected for developing the ADOT PM-10 standardized educational program for contractors and other stakeholders. The kick-off meeting was delayed, but has been re-scheduled for this month. As part of this meeting a representative from the ADOT PIO has been invited to participate. This would positively impact Audit Recommendation #13.</p>	

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				<p>The Air Quality Team participated in a Dust Control Workshop in Clark County, Nevada. This area is beginning to develop educational materials for PM-10 and a recommendation will be made to the ADOT consultant to look at the efforts in this area for our educational efforts.</p> <p>The Air Quality Team developed air quality related white papers for the ADOT Core Team for issues that could impact the agency.</p> <p>A presentation on transportation and air quality issues was made by the Air Quality Team at the WASHTO conference and was facilitated by a member of the Arizona State Transportation Board.</p> <p>As part of an effort by the District I Engineer and the Air Quality Team, air quality will be an issue that is discussed as part of the upcoming partnering conference for the 27th Ave. / Grand Ave. / Thomas Rd. construction project.</p> <p>The Air Quality Team arranged for a presentation by the Arizona Department of Environmental Quality on the upcoming requirements for off-road diesel equipment known at Tier II and Tier III. These equipment changes will impact the agency and are part of the integration process for this Audit Recommendation.</p> <p>Audit Recommendation # 13 will be an ongoing effort as the educational program is developed and implemented so the completion date is actually the same as #10, 11 & 12, i.e. late 2002 or early 2003.</p> <p>12/01 The first meeting of the ADOT Technical Advisory Committee for the development of the standardized training program was held with the other stakeholders. The consultant has already completed two of the agreed upon tasks and will continue with their effort</p>	

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RECOMMENDED ACTION ITEMS					
				<p>throughout 2002. The first Draft Technical Memorandum, Summary of Air Pollutants in Maricopa County, has been received for comment.</p> <p>The formalized air quality integration effort is underway with the ADOT Air Quality Team contacting various ORG's throughout ADOT to discuss transportation and air quality issues. As part of this effort the Air Quality Team was invited to the Partnering Session that was part of the beginning of the construction projects on 91st Ave and U.S. 60 and the Grand Ave. and Thomas Rd. fly-over. This resulted in a meeting with ADEQ, the contractors, Resident Engineer, Project Manager and the ADOT Air Quality Team. A daily reporting system between the contractor, Maricopa County Environmental, engineers and the Air Quality Team was developed to do everything we can to prevent any air quality exceedence or violations during the construction projects. These types of actions will be on-going as the transportation and air quality education and integration process continues throughout 2002. As part of the development of the continuing educational process a second workshop is being tentatively planned while the standardized program is in development.</p> <p>An Air Aware educational brochure is being developed as part of the education and integration process. This brochure is to be placed in the MVD Driver Licensing Stations in Maricopa County as part of a partnership with the Maricopa County Repair and Retrofit Program.</p> <p>6/02 Continued to integrate transportation and air quality issues as part of the daily operations of ADOT. The findings and recommendations related to performance audit recommendation #12 will serve as the foundation for the development of an agency-wide Air Quality Management System (AQMS). This will include the development of an Air Quality Policy for ADOT. The Air Quality</p>	

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				<p>Policy and AQMS framework will be deliverables that will be presented as part of the final report for completion of this Performance Audit Recommendation.</p> <p>During this past quarter many of the action items identified in the Performance Audit Action Plan for recommendation #12 were completed.</p> <p>An air quality presentation was made at the TPD/ITD Partnering session. As part of the air quality integration effort, contact points for air quality purposes have been established on each Team in TPD. An action item was identified for ITD to provide contact points to TPD for developing the same networking foundation for air quality issues between the two Divisions.</p> <p>The standardized air quality educational program continues to be developed and should be completed in the next few months. As part of that effort the Air Quality Team has championed an effort to insure that measures for performance effectiveness will be identified for the educational program. This will include the mechanisms for operational implementation.</p> <p>As identified in the previous quarterly update the Air Quality Team was included as part of the partnering process for the Grand Ave., 27th Ave., and Thomas Rd. fly-over construction project. Additional measures were identified to help mitigate air quality issues on this project. ADEQ has notified the ADOT Air Quality Team that because of low readings in the specified area they have received approval from the Environmental Protection Agency to remove a State air pollution monitor from that area. While there were other factors that helped bring this action about, the fact that our activities did not worsen any air pollution issues in the area during the Carbon Monoxide season helped in the decision. This partnering success</p>	

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				<p>story was presented to the Standing Committee on Quality and nominated for the NPHQ "Making a Difference" Award.</p> <p>During this reporting period the Air Quality Team began compiling data to enter onto a shared ADOT drive for an informational tool.</p> <p>An Executive Summary report on the completion of the air quality related action plans identified for the Performance Audit recommendations should be compiled and completed by the end of October 2002. This Executive Summary will include the findings, recommendations and conclusions that have resulted from the completion of the air quality action plans and will set the foundation for the ADOT Air Quality Management System.</p> <p>*Note: On a Statewide basis the ADOT Air Quality Team was instrumental in the establishment of a Planner position in Yavapai County that will have the responsibility for coordinating transportation and air quality issues in that area.</p> <p>The ADOT Air Quality Team initiated an air quality sustainability study in the Coconino County Area.</p> <p>The ADOT Air Quality Team is participating in the development of a Full Maintenance Plan in Yuma, Arizona to help the area be re-designated from nonattainment to maintenance for PM-10.</p> <p>The Arizona Department of Environmental Quality thanked ADOT for its assistance in helping the nonattainment areas of Bullhead City and Payson achieve attainment and maintenance designations.</p> <p>The Air Quality Team will represent ADOT on the required Regional Haze Workgroups. The inclusion of regional haze requirements in the</p>	

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				<p>State Implementation Plan will impact the entire state, including transportation activities.</p> <p>12/02</p> <p>Air Quality Issues – Recommendations 11 – 13: A four step plan – “Air Quality Priorities for Action” – has been prepared, with two of the steps (dealing with communications issues and educational outreach) being continuously applied and implemented (statewide, not just within the regional freeway system), The other two steps, in process, calls for the development of ADOT’s Air Quality Policy and Air Quality Management System (AQMS), which will be the mechanism for tracking and informing ADOT Management and other stakeholders on changes and other air quality issues in the future. This will ensure the alignment of transportation and air quality planning issues with the development of agency process improvements also required by the performance audit.</p> <p>08/03</p> <p>The air quality recommendations in the Performance Audit and the associated action plans have been completed.</p>	
13	Inform the public of the possible effects and impact of future air quality violations and possible sanctions on Regional Freeway System projects	<p>Sponsor: Pat Cupell</p> <p>Owner: Doug Nintzel</p>	Oct. 2001	<p>Performance Audit Recommendation #13 will be included as part of the action plan and items for Performance Audit Recommendations #12 & 14. These action items will include the establishment of a plan for improving public and media education and outreach and for informing the public of the possible effects and impact of future air quality violations and possible sanctions. <i>As part of the Governor’s Brown Cloud Summit the Public Information Offices (PIO) of several agencies, including ADOT, were brought into the process to help</i></p>	

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				<p><i>agencies, including ADOT, were brought into the process to help inform the public of the air quality issues and the recommendations being made by the Summit and to ask for their input. Following the approval of the Brown Cloud Summit Report in January 2001 this process should become part of the effort to integrate air quality issues into all transportation plans, programs, and projects which is Audit Recommendation #12. The ADOT PIO will be included as part of the distribution list for the monthly air quality reports that will be implemented as part of Audit Recommendation #10. Issues can be identified and addressed as part of this documentation and reporting process.</i></p> <p>The distribution list referred to in Audit Recommendation #10 for sharing air quality information includes the ADOT PIO office. This recommendation will be included in the overall integration effort as shown in Audit Recommendation #12,</p>	
RECOMMENDED ACTIONS CARRIED OVER FROM 1997 AUDIT					
	ADOT Should:				
14 (incl. 13)	Establish a plan for improving public and media education and outreach.		REVISED July 2002	<p>Action Plan Completed. ADOT will meet and coordinate with MAG representatives to implement the action plan. Item 13 will be addressed as part of the action plan for this item. <u>Refer to Audit Recommendation #11 and 13.</u></p> <p>Once the development of the standardized educational and outreach program begins the ADOT PIO will be invited to become part of that process. This should begin in early July 2001.</p> <p>12-01 ADOT and MAG have held a number of joint appearances at local events to provide information about</p>	July 2002

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RECOMMENDED ACTION ITEMS					
				<p>Regional Freeway System. These have included booths at shopping malls. Outreach has also included distribution of freeway construction brochures to nearby Residents. ADOT has held six grand opening celebrations attended by thousands of local residents who had opportunity for up-close view of projects. Events were also highlighted in the local Media. Distribution of news releases and stories in local media, including newspaper columns which focus on transportation issues, have improved public knowledge of freeway-related issues, including funding. ADOT PIO also is regular guest on radio programs, fielding questions and providing information about the Regional Freeway System.</p> <p>06/02 The ADOT Community/Media Relations Office is continuing its public outreach program, which includes news media coverage and direct public information programs. For example, the completion of the Loop 101 freeway in April was an event that was covered extensively by the media, providing the public with information about the progress on the freeway system. The Arizona Republic and East Valley Tribune newspapers each published a series of stories about the Loop 101 (a packet of the stories is available for review). Electronic media coverage of the Loop 101 milestone also was extensive. Meanwhile, ADOT continues to distribute construction updates to nearby residents/businesses as well as the media. ADOT's public information officers continue to appear on local TV and radio shows to provide construction updates and discuss the challenges associated with building the freeway system. ADOT has continued its series of grand opening public tours of freeway projects, allowing residents to get a close look at what their tax dollars are providing before the freeways open to traffic. News coverage of litter control efforts, maintenance funding</p>	

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				and noise mitigation has provided the public with information about the challenges ADOT faces. ADOT and MAG have continued a series of appearances at local malls to distribute freeway maps and construction pamphlets and answer questions. The ADOT speaker's bureau conducts talks with local groups about the freeway system. Plans for the new fiscal year include newspaper ads that provide information about the freeway system.	

APPENDIX E

CTOC BUDGET

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Fiscal Year 2003/2004 Proposed Budget

Appropriation	Description	Allocation
0600	Personal Services	\$10,000
0620	Professional & Outside Services*	\$13,000
0650	Travel - In State	\$200
0700	Other Operating Expenses**	\$5,000
	Total Operating Budget	\$28,200
* Includes \$12,000 estimated cost for FY04 Financial Compliance Audit and meeting transcription costs.		
** Other Operating Expenses include meeting costs, mailing costs, printing and publication costs, advertising costs, equipment usage costs, meeting room fees, and refreshments.		

APPENDIX F

LIST OF MAJOR ISSUES

CTOC Agenda Items for 2003

The following is a list of topics reviewed by CTOC during their regular 2003 meetings. The meeting dates where CTOC heard presentations and discussed the topics are shown with each topic. Meeting minutes that summarize the discussion on each of these topics are available on the CTOC web pages at <http://www.dot.state.az.us/podium/ctoc/index.htm>.

<u>MEETING DATE</u>	<u>TOPIC</u>	<u>PRESENTER</u>
Jan 21	Status of Sales Tax Extension Status Plan Overlay Freeway Rubberized Asphalt Draft 2002 CTOC Annual Report Loop 303 EA/DCR Study Draft Tentative Life Cycle Program Draft Tentative 5 yr. Program MAG Reg.	Roc Arnett, Chairman Chuck Eaton, ADOT Roc Arnett, Chairman Dave French, URS Kwisung Kang, ADOT Chuck Eaton, ADOT
Mar 06	Public Hearing FY 04-08 Tentative 5 yr. Const. Program FY 04-08 MAG Regional Freeway Life Cycle Program FY 04-08 Tentative Airport Development Program RPTA / Valley Metro Transit Plan	Chuck Eaton, ADOT Chuck Eaton, ADOT Gary Adams, ADOT Jim Dickey, RPTA
May 20	Update MAG Regional Transportation Plan Update SR51 HOV Design Build Project	Eric Anderson, MAG Bob Wade, ADOT
July 24	CTOC Budget 03-04 Status SR Loop 303 Update Red Mountain Freeway	Carolyn Deobler, ADOT Bill Hahn, McDOT Steve Wilcox, DMJM+HARRIS
Sept 16	I-17 Widening (SR101 & Black Cyn City TI) Williams Gateway Freeway Study	Jackie Noblitt, Kinley-Horn Paul Waung, DMJM+HARRIS
Nov 18	Update SR 74 Light Rail Transit Plan South Mt. Freeway DCR / EIS	Dan Lance, ADOT Daina Mann, RPTA Amy Edwards, HDR

Regional Freeway System

July 2003 Certification



2001 Award Recipient

Remaining Life Cycle Cost
(Millions) 2004 - 2007

Design	\$30
R/W	\$135
Construction	\$810

Total \$975

Obligated
Roadway Construction \$225

- Existing Regional Freeway System
- Existing Non-Regional Freeway System
- Under Construction
- Funded Segments
- Under Study

- Total Life Cycle Program Miles : 146.7 Miles
- Grand Ave TI Improvement Locations (Year open to traffic) :
27th Ave/Thomas (03), 43rd Ave/Camelback (04), 51st Ave/Bethany Home (04),
55th Ave/Maryland (05), 59th Ave/Glendale (06), 67th Ave/Northern (06),
75th Ave/Olive (05) and 91st Ave Ramps @101L (03)

Year open to traffic

- Approx. Remaining cost or Obligated construction cost, millions
- ** Corridor under Environmental Impact Statement / Design Concept Report

Internet Address : http://www.dot.state.az.us/ROADS/rfs/mag_1.htm

